



**COUNTY OF  
SAN BERNARDINO**

**BOARD OF SUPERVISORS**

Brad Mitselfelt ..... *First District*  
Paul Biane, Chair..... *Second District*  
Dennis Hansberger ..... *Third District*  
Gary Ovitt, Vice-Chair..... *Fourth District*  
Josie Gonzales ..... *Fifth District*

August 2, 2007

The Honorable Darrell Steinberg  
California State Senate  
State Capitol Building  
Sacramento, CA 95814

RE: **SB 375 (Steinberg)** – As Amended July 17, 2007 - **OPPOSE**

Dear Senator Steinberg:

I am writing to respectfully oppose SB 375 (Steinberg), as amended. This bill would require the California Transportation Commission (CTC) to adopt guidelines for the use of travel demand models used in the development of a regional transportation plan by regional transportation agencies.

SB 375 would also require the regional transportation plan to include a preferred growth scenario, designed to achieve certain goals for the reduction of vehicles miles traveled in a region. This legislation would require the State Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050, require the preferred growth scenario to inventory the region's emission of those gasses, and would establish measures to reduce those emissions consistent with targets. Finally, this bill would require certain transportation planning and programming activities by regional agencies to be consistent with the preferred growth scenario.

SB 375 would substantially reduce a county's land use authority and would increase the authority of a regional transportation-planning agency in making local land use decisions. It is unclear how implementing the mandates proposed in SB 375 will result in reducing the number of vehicle miles traveled in a region. Current regional transportation planning is based on adopted general plans for each jurisdiction. The current process for individual organizations to address specific needs while also allowing for participation in regional work groups to address broader measures is widely accepted as a local responsibility. While the County is committed to the concepts in SB 375 such as reducing emissions, reducing vehicle miles traveled, and streamlining the CEQA process, transferring County planning authority to the County's regional transportation agency is not the best solution to achieve these goals. Additionally, I don't believe it was ever the intention of the legislature or the Governor to pursue the goal of reducing greenhouse gas emissions by diminishing economic growth and restricting consumer choice.

If you have any questions related to this legislation, please do not hesitate to contact me.

Sincerely,

**PAUL BIANE**

Chairman, Board of Supervisors

cc: The Honorable Robert Dutton  
Members of the Assembly Appropriations Committee

*The mission of the government of the County of San Bernardino is to satisfy its customers by providing service that promotes the health, safety, well being, and quality of life of its residents according to the County Charter, general laws, and the will of the people it serves.*